



# SHIPMAIN CHRONICLE

The right maintenance at the right cost at the right time



Volume I Number II

## Navy's Regional Maintenance Centers Now Up

NORFOLK, Va. & PEARL HARBOR, Hi. - The U.S. Navy's seven Regional Maintenance Centers (RMC) are now operating at major fleet concentration areas in the United States. The Pacific Fleet RMCs are located in Pearl Harbor, Hawaii; San Diego, Calif.; Yokosuka, Japan; and Bremerton, Wash. The Atlantic Fleet RMCs are located in Norfolk, Va.; Mayport, Fla.; and Ingleside, Texas.

These RMCs consolidate waterfront-resident activities involved in ship maintenance into a single, most efficient and effective maintenance enterprise, and will positively impact Fleet readiness, enhance the ship maintenance process, and reduce costs to the Navy. The main organizations integrated into the RMC construct are Pearl Harbor and Puget Sound Naval Shipyards, Ship Repair Facility (SRF) Yokosuka, Japan, Repair Supervisors of Shipbuilding (SUPSHIPS), Readiness Support Groups, Shore Intermediate Maintenance Activities (SIMAs), Fleet Technical Support Centers (FTSCs), and Port Engineers.

RMCs will help the Navy gain efficiencies, primarily because the region's workload can be reallocated to best leverage the combined command's strengths. Additionally, all "corporate functions," such as administration and travel, have been consolidated. Since the RMCs are all mission-funded through the Fleet, there is no need to transfer funds amongst the commands, further reducing administrative burden. Additionally, the RMC organization will use the existing workforce more efficiently. Moreover, there were no adverse personnel actions involved in this process because existing personnel will be the first in line for retraining to fill vacancies. The workforce will be shaped using Separation Incentive Pay/Voluntary Early Retirement Authority (SIP/VERA), and attrition should be achieved through retirement. Thus, a long term savings will result from tightening RMC mission focus on Fleet maintenance and modernization execution, as well as integrating RMC with the NAVSEA "One Shipyard" philosophy and the SHIPMAIN process.

The common, Navy-wide RMC structure will facilitate easier private sector/Navy ship maintenance community interface. The single maintenance command located in each major port provides a

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### MINUTES FROM LAST PIT MEETING

**For more info... RMC Websites**

**Hawaii Regional Maintenance Center**

**Northwest Regional Maintenance Center**

**Southwest Regional Maintenance Center**

**Southeast Regional Maintenance Center**

**Mid-Atlantic Regional Maintenance Center**

**South Central Regional Maintenance Center**

## Surface Force Commander Recognizes USS Peleliu and USS Carter Hall for SHIPMAIN Excellence

SAN DIEGO – Commander, Naval Surface Force, U.S. Atlantic Fleet, Rear Adm. Terrence Etnyre present two surface ships with the first ever letters of recognition for Ship Maintenance (SHIPMAIN) on Jan.12 at the 2005 Surface Navy Association Symposium in Washington, DC.

Etnyre, who has been nominated to relieve Vice Admiral Timothy LaFleur as Commander, Naval Surface Forces in March, presented the letters highlighting the best maintenance practices on each coast to USS Peleliu (LHA 4) for the Pacific and USS Carter Hall (LSD 50) for the Atlantic.



"The SHIPMAIN process maximizes the benefits of our maintenance dollar with a new, more efficient process that eliminates time lags, prioritizes ship jobs and involves surface ship Sailors in the maintenance decisions that affect their own ships," Etnyre said.

"The USS Carter Hall and USS Peleliu Maintenance Teams were selected for this award because of their dedication, profound maintenance knowledge and willingness to embrace the changes necessary for the Navy to achieve cost-wise readiness."

In order to receive such recognition, ships must maintain and exceed repair standards, set forth under the SHIPMAIN initiative. SHIPMAIN was introduced into the fleet to improve the maintenance process by bringing together a new way of doing business with methods to better perform maintenance jobs. One of the guiding principals behind SHIPMAIN is to make the most efficient use of repair and modernization funding and to eliminate redundancies in maintenance processes throughout the Navy.

USS Peleliu's maintenance team successfully shifted from pre-SHIPMAIN business rules to SHIPMAIN rules as they approached a recent availability start date. They further minimized work package premiums paid by completing their availability on time and within the \$27 million budget. The team also maintained tight control on both new work and growth work, deferring all but critical tasks to follow-on maintenance periods.

USS Carter Hall's consistent use of the continuous flow work package development process greatly contributed to lowering costs and ensured high quality planning products. The maintenance team planned and executed 138 depot level jobs and 366 intermediate level jobs scheduled for completion. They also fully integrated 13 alterations into the availability work package so all work was completed on schedule with virtually no rework required. In holding new work to less than 6 percent of the total availability price, the team kept the cost of premium work to less than \$1 million, which delivered a ready warship on time and kept within the \$22 million budget.

For information on SHIPMAIN, visit [www.spear.navy.mil/shipmain](http://www.spear.navy.mil/shipmain)